

CODE OF FEDERAL REGULATIONS
TITLE 47--TELECOMMUNICATION
CHAPTER I--FEDERAL COMMUNICATIONS COMMISSION
SUBCHAPTER D--SAFETY AND SPECIAL RADIO SERVICES
PART 80--STATIONS IN THE MARITIME SERVICES
Current through February 1, 2000; 65 FR 4864

s 80.1 Basis and purpose.

This section contains the statutory basis for this part of the rules and provides the purpose for which this part is issued.

(a) Basis. The rules for the maritime services in this part are promulgated under the provisions of the Communications Act of 1934, as amended, which vests authority in the Federal Communications Commission to regulate radio transmission and to issue licenses for radio stations. The rules in this part are in accordance with applicable statutes, international treaties, agreements and recommendations to which the United States is a party. The most significant of these documents are listed below with the short title appearing in parenthesis:

Communications Act of 1934, as amended--(Communications Act).

Communications Satellite Act of 1962, as amended--(Communications Satellite Act).

International Telecommunication Union Radio Regulations, in force for the United States--(Radio Regulations).

Agreement Between the United States of America and Canada for the Promotion of Safety on the Great Lakes by Means of Radio, as amended, and the Technical Regulations annexed thereto--(Great Lakes Radio Agreement).

International Convention for Safety of Life at Sea, 1974, as amended, and the Annex thereto--(Safety Convention).

Vessel Bridge-to-Bridge Radiotelephone Act--(Bridge-to-Bridge Act).

(b) Purpose. This part states the conditions under which radio may be licensed and used in the maritime services. These rules do not govern radio stations operated by agencies of the U.S. Government.

s 80.2 Other regulations that apply.

The Commandant, U.S. Coast Guard has promulgated regulations which affect radiotelecommunication equipment carriage and power source installation requirements for certain ships. Inquiries concerning applicable U.S. Coast Guard regulations are to be addressed to the Commandant, U.S. Coast Guard, Washington, DC 20593, or to the nearest District Headquarters Office of the U.S. Coast Guard.

s 80.3 Other applicable rule parts of this chapter.

Other FCC rule parts applicable to licensees in the maritime services include the following:

(a)

(a) Part 0. This part describes the Commission's organization and delegations of authority. Part 0 also lists available Commission publications, standards and procedures for access to Commission records and location on Commission monitoring stations.

(b)

(b) Part 1. This part includes rules of practice and procedure for license applications, adjudicatory proceedings, procedures for reconsideration and review of Commission actions; provisions concerning violation notices and forfeiture proceedings; and the environmental processing requirements that, if applicable, must be complied with prior to the initiation of construction. Subpart Q of Part 1 contains rules governing competitive bidding procedures for resolving mutually exclusive applications for certain initial licenses.

(c)

(c) Part 2. This part contains the Table of Frequency Allocations and special requirements in international regulations, recommendations, agreements, and treaties. This part also contains standards and procedures concerning marketing of radio frequency devices, and for obtaining equipment authorization.

(d)

(d) Part 13. This part contains information and rules for the licensing of commercial radio operators.

(e)

(e) Part 17. This part contains requirements for construction, marking and lighting of antenna towers.

(f)

(f) Part 20 of this chapter which governs commercial mobile radio services which include subpart J of this part (public coast stations).

(g)

(g) Part 21. This part contains rules concerning point-to-point microwave service authority relating to communication common carriers.

(h)

(h) Part 64. This part contains miscellaneous rules relating to communication common carriers.

(i)

(i) Part 68. This part contains technical standards for connection of terminal equipment to the telephone network.

(j)

(j) Part 87. This part contains rules for the aviation services. Some maritime frequencies are authorized for use by aircraft stations for safety and distress, public correspondence and for operational communications.

(k)

(k) Part 101. This part contains rules concerning the private microwave service relating to point-to-point communication requirements.

s 80.5 Definitions.

Alaska--public fixed station. A fixed station in Alaska which is open to public correspondence and is licensed by the Commission for radio communication with Alaska-Private fixed stations on paired channels.

Alaska--private fixed station. A fixed station in Alaska which is licensed by the Commission for radio communication within Alaska and with associated ship stations, on single frequency channels. Alaska-private fixed stations are also eligible to communicate with Alaska-public fixed stations on paired channels.

Associated ship unit. A portable VHF transmitter for use in the vicinity of the ship station with which it is associated.

Automated maritime telecommunications system (AMTS). An automatic, integrated and interconnected maritime communications system.

Automated mutual-assistance vessel rescue system (AMVER). An international system, operated by the U.S. Coast Guard, which provides aid to the development and coordination of search and rescue (SAR) efforts. Data is made available to recognized SAR agencies or vessels of any nation for reasons related to marine safety.

Bridge-to-bridge station. A radio station located on a ship's navigational bridge or main control station operating on a specified frequency which is used only for navigational communications, in the 156-162 MHz band.

Cargo ship safety radio certificate. A certificate issued after a ship passes an inspection of the required radiotelegraph, radiotelephone or GMDSS radio installation. Issuance of this certificate indicates that the vessel complies with the Communications Act and the Safety Convention.

~~Cargo ship safety radiotelegraphy certificate. A certificate issued after a ship passes an inspection of a radiotelegraph installation. Issuance of this certificate indicates that the vessel complies with the Communications Act and the Safety Convention.~~

Cargo ship safety radiotelephony certificate. A certificate issued after a ship passes an inspection of a radiotelephone installation. Issuance of this certificate indicates that the vessel complies with the Communications Act and the Safety Convention.

Categories of ships.

(1) When referenced in Part II of Title III of the Communications Act or the radio provisions of the Safety Convention, a ship is a "passenger ship" if it carries or is licensed or certificated to carry more than twelve passengers. A "cargo ship" is any ship not a passenger ship.

(2) A "commercial transport vessel" is any ship which is used primarily in commerce (i) for transporting persons or goods to or from any harbor(s) or port(s) or between places within a harbor or port area, or (ii) in connection with the construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

(3) The term "passenger carrying vessel", when used in reference to Part III, Title III of the Communications Act of the Great Lakes Radio Agreement, means any ship transporting more than six passengers for hire.

(4) Power-driven vessel. Any ship propelled by machinery.

(5) Towing vessel. Any commercial ship engaged in towing another ship astern, alongside or by pushing ahead.

(6) Compulsory ship. Any ship which is required to be equipped with radiotelecommunication equipment in order to comply with the radio or radio-navigation provisions of a treaty or statute to which the vessel is subject.

(7) Voluntary ship. Any ship which is not required by treaty or statute to be equipped with radiotelecommunication equipment.

Coast station. A land station in the maritime mobile service.

Commercial communications. Communications between coast stations and ship stations aboard commercial transport vessels, or between ship stations aboard commercial transport vessels, which relate directly to the purposes for which the ship is used including the piloting of vessels, movements of vessels, obtaining vessel supplies, and scheduling of repairs.

Day.

(1) Where the word "day" is applied to the use of a specific frequency assignment or to a specific authorized transmitter power, its use means transmission on the frequency assignment or with the authorized transmitter power during that period of time included between one hour after local sunrise and one hour before local sunset.

(2) Where the word "day" occurs in reference to watch requirements, or to equipment testing, its use means the calendar day, from midnight to midnight, local time.

Digital selective calling (DSC). A synchronous system developed by the International Radio Consultative Committee (CCIR), used to establish contact with a station or group of stations automatically by means of radio. The operational and technical characteristics of this system are contained in CCIR Recommendation 493.

Direction finder (radio compass). Apparatus capable of receiving radio signals and taking bearings on these signals from which the true bearing and direction of the point of origin may be determined.

Distress signal. The distress signal is an internationally recognized radiotelegraph or radiotelephone transmission which indicates that a ship, aircraft, or other vehicle is threatened by grave and imminent danger and requests immediate assistance.

~~(1) In radiotelegraphy, the international distress signal consists of the group "three dots, three dashes, three dots", transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots.~~

(2) In radiotelephony, the international distress signal consists of the enunciation of the word "Mayday", pronounced as the French expression "m'aider".

In case of distress, transmission of this particular signal is intended to ensure recognition of a radiotelephone distress call by stations of any nationality.

Distress traffic. All messages relative to the immediate assistance required by a ship, aircraft, or other vehicle in distress.

Emergency position indicating radiobeacon (EPIRB) station. A station in the maritime mobile service the emissions of which are intended to facilitate search and rescue operations.

Environmental communications. Broadcasts of information about the environmental conditions in which vessels operate, i.e., weather, sea conditions, time signals adequate for practical navigation, notices to mariners, and hazards to navigation.

Fleet radio station license. An authorization issued by the Commission for two or more ships having a common owner or operator.

Global maritime distress and safety system (GMDSS). An International Maritime Organization (IMO) worldwide coordinated maritime distress system designed to provide the rapid transfer of distress messages from vessels in distress to units best suited for giving or coordinating assistance. The system includes standardized equipment and operational procedures, unique identifiers for each station, and the integrated use of frequency bands and radio systems to ensure the transmission and reception of distress and safety calls and messages at short, medium and long ranges.

Great Lakes. This term, used in this part in reference to the Great Lakes Radio Agreement, means all of Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan, Superior, their connecting and tributary waters and the St. Lawrence River as far east as the lower exit of the St. Lambert Lock as Montreal in the Province of Quebec, Canada, but does not include any connecting and tributary waters other than: the St. Marys River, the St. Clair River, Lake St. Clair, the Detroit River and the Welland Canal.

Harbor or port. Any place to which ships may resort for shelter, or to load or unload passengers or goods, or to obtain fuel, water, or supplies. This term applies to such places whether proclaimed public or not and whether natural or artificial.

Inland waters. This term, as used in reference to waters of the United States, its territories and possessions, means waters that lie landward of the boundary lines of inland waters as contained in 33 CFR part 82, as well as waters within its land territory, such as rivers and lakes, over which the United States exercises sovereignty.

Marine utility station. A station in the maritime mobile service consisting of one or more handheld radiotelephone units licensed under a single authorization. Each unit is capable of operation while being hand-carried by an individual. The station operates under the rules applicable to ship stations when the unit is aboard a vessel, and under the rules applicable to private coast stations when the unit is on land.

Maritime control communications. Communications between private coast and ship stations or between ship stations licensed to a

state or local governmental entity, which relate directly to the control of boating activities or assistance to ships.

Maritime mobile repeater station. A land station at a fixed location established for the automatic retransmission of signals to extend the range of communication of ship and coast stations.

Maritime mobile-satellite service. A mobile-satellite service in which mobile earth stations are located on board ships. Survival craft stations and EPIRB stations may also participate in this service.

Maritime mobile service. A mobile service between coast stations and ship stations, or between ship stations, or between associated on-board communication stations. Survival craft stations and EPIRB stations also participate in this service.

Maritime mobile service identities. An international system for the identification of radio stations in the maritime mobile service. The system is comprised of a series of nine digits which are transmitted over the radio path to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations and groups of stations.

Maritime radiodetermination service. A maritime radiocommunication service for determining the position, velocity, and/or other characteristics of an object, or the obtaining of information relating to these parameters, by the propagation properties of radio waves.

Maritime support station. A station on land used in support of the maritime services to train personnel and to demonstrate, test and maintain equipment.

Navigable waters. This term, as used in reference to waters of the United States, its territories and possessions, means the waters shoreward of the baseline of its territorial sea and internal waters as contained in 33 CFR 2.05-25.

Navigational communications. Safety communications pertaining to the maneuvering of vessels or the directing of vessel movements.

Such communications are primarily for the exchange of information between ship stations and secondarily between ship stations and coast stations.

Noncommercial communications. Communication between coast stations and ship stations other than commercial transport ships, or between ship stations aboard other than commercial transport ships which pertain to the needs of the ship.

Non-selectable transponder. A transponder whose coded response is displayed on any conventional radar operating in the appropriate band.

On-board communication station. A low-powered mobile station in the maritime mobile service intended for use for internal communications on board a ship, or between a ship and its lifeboats and liferafts during lifeboat drills or operations, or for communication within a group of vessels being towed or pushed, as well as for line handling and mooring instructions.

On-board repeater. A radio station that receives and automatically retransmits signals between on-board communication stations.

Open sea. The water area of the open coast seaward of the ordinary low-water mark, or seaward of inland waters.

Operational fixed station. A fixed station, not open to public correspondence, operated by entities that provide their own radiocommunication facilities in the private land mobile, maritime or aviation services.

Passenger ship safety certificate. A certificate issued by the Commandant of the Coast Guard after inspection of a passenger ship which complies with the requirements of the Safety Convention.

Pilot. Pilot means a Federal pilot required by 46 U.S.C. 764, a state pilot required under the authority of 46 U.S.C. 211, or a registered pilot required by 46 U.S.C. 216.

Port operations communications. Communications in or near a port, in locks or in waterways between coast stations and ship stations or between ship stations, which relate to the operational handling, movement and safety of ships and in emergency to the safety of persons.

Portable ship station. A ship station which includes a single transmitter intended for use upon two or more ships.

Private coast station. A coast station, not open to public correspondence, which serves the operational, maritime control and business needs of ships.

Public coast station. A coast station that offers radio communication common carrier services to ship radio stations.

Public correspondence. Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

Radar beacon (RACON). A receiver-transmitter which, when triggered by a radar, automatically returns a distinctive signal which can appear on the display of the triggering radar, providing range, bearing and identification information.

Radioprinter operations. Communications by means of a direct printing radiotelegraphy system using any alphanumeric code, within specified bandwidth limitations, which is authorized for use between private coast stations and their associated ship stations on vessels of less than 1600 gross tons.

Safety communication. The transmission or reception of distress, ~~alarm~~, urgency, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property.

Safety signal.

(1) The safety signal is the international ~~radiotelegraph or~~ radiotelephone signal which indicates that the station sending this signal is preparing to transmit a message concerning the safety of navigation or giving important meteorological warnings.

~~(2) In radiotelegraphy, the international safety signal consists of three repetitions of the group "TTT", sent before the call, with the letters of each group and the successive groups clearly separated from each other.~~

(3) In radiotelephony, the international safety signal consists of three oral repetitions of "Security", pronounced as the French word "Securite", sent before the call.

Selectable transponder. A transponder whose coded response may be inhibited or displayed on a radar on demand by the operator of that radar.

Selective calling. A means of calling in which signals are transmitted in accordance with a prearranged code to operate a particular automatic attention device at the station whose attention is sought.

Ship earth station. A mobile earth station in the maritime mobile-satellite service located on board ship.

Ship or vessel. "Ship" or "vessel" includes every description of watercraft or other artificial contrivance, except aircraft, capable of being used as a means of transportation on water whether or not it is actually afloat.

Ship radio station license. An authorization issued by the Commission to operate a radio station onboard a vessel.

Ship station. A mobile station in the maritime mobile service located on-board a vessel which is not permanently moored, other than a survival craft station.

Station. One or more transmitters or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on radiocommunication services.

Survival craft station. A mobile station in the maritime or aeronautical mobile service intended solely for survival purposes and located on any lifeboat, liferaft or other survival equipment.

Underway. A vessel is underway when it is not at anchor, made fast to the shore, or aground.

Urgency signal.

(1) The urgency signal is the international ~~radiotelegraph or~~ radiotelephone signal which indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

~~(2) In radiotelegraphy, the international urgency signal consists of three repetitions of the group "YYY", sent before the call, with the letters of each group and the successive groups clearly separated from each other.~~

(3) In radiotelephony, the international urgency signal consists of three oral repetitions of the group of words "PAN PAN", each word of the group pronounced as the French word "PANNE" and sent before the call.

Vessel traffic service (VTS). A U.S. Coast Guard traffic control service for ships in designated water areas to prevent collisions, groundings and environmental harm.

Watch. The act of listening on a designated frequency.

s 80.11 Scope.

This subpart contains the procedures and requirements for the filing of applications for licenses to operate radio facilities in the maritime services. Part 1 of the Commission's rules contains the general rules of practice and procedure applicable to proceedings before the FCC.

s 80.13 Station license required.

(a)

(a) Except as noted in paragraph (c) of this section, stations in the maritime service must be licensed by the FCC either individually or by fleet.

(b)

(b) One ship station license will be granted for operation of all maritime services transmitting equipment on board a vessel. ~~Radiotelegraph and~~ narrow-band directing-printing equipment will not be authorized, however, unless specifically requested by the applicant.

(c)

(c) A ship station is licensed by rule and does not need an individual license issued by the FCC if the ship station is not subject to the radio equipment carriage requirements any statute, treaty or agreement to which the United States is signatory, the ship station does not travel to foreign ports, and the ship station does not make international communications. A ship station licensed by rule is authorized to transmit radio signals using a marine radio operating in the 156-162 MHz band, any type of EPIRB, and any type of radar installation. All other transmissions must be authorized under a ship station license. Even though an individual license is not required, a ship station licensed by rule must be operated in accordance with all applicable operating requirements, procedures, and technical specifications found in this part.

s 80.15 Eligibility for station license.

(a)

(a) General. A station license cannot be granted to or held by a foreign government or its representative.

(b)

(b) Public coast stations and Alaska-public fixed stations. A station license for a public coast station or an Alaska-public fixed station cannot be granted to or held by:

(b) (1)

(1) Any alien or the representative of any alien;

(b) (2)

(2) Any foreign government or its representative;

(b) (3)

(3) Any corporation organized under the laws of any foreign government;

(b) (4)

(4) Any corporation of which more than one-fifth of the capital stock is owned of record or voted by aliens or their representatives or by a foreign government or its representative, or by a corporation organized under the laws of a foreign country; or

(b) (5)

(5) Any corporation directly or indirectly controlled by any other corporation of which more than one-fourth of the capital stock is owned of record or voted by aliens, their representatives, or by a foreign government or its representatives, or by any corporation organized under the laws of a foreign country, if the Commission finds that the public interest will be served by the refusal or revocation of such license.

(c)

(c) Private coast and marine utility stations. The supplemental eligibility requirements for private coast and marine utility stations are contained in § 80.501(a).

(d)

(d) Ship stations. A ship station license may only be granted to:

(d) (1)

(1) The owner or operator of the vessel;

(d) (2)

(2) A subsidiary communications corporation of the owner or operator of the vessel;

(d) (3)

(3) A state or local government subdivision; or

(d) (4)

(4) Any agency of the U.S. Government subject to Section 301 of the Communications Act.

(e)

(e) EPIRB stations.

(e) (1)

~~(1) New class C EPIRB stations will not be authorized after February 1, 1995. Class C EPIRB stations installed and licensed before February 1, 1995, will be authorized until February 1, 1999.~~

(e) (1) (i)

~~(i) For use on board vessels operating within 32 kilometers (approximately 20 miles) of shore and in the Great Lakes, or~~

(e) (1) (ii)

~~(ii) On passenger and cargo vessels with survival craft as required or recommended by the U.S. Coast Guard.~~

(e) (2)

(2) Class A or Class B EPIRB stations will be authorized for use on board the following types of vessels:

(e) (2) (i)

(i) Vessels authorized to carry survival craft; or

(e) (2) (ii)

(ii) Vessels expected to travel in waters beyond the range of marine VHF distress coverage which is generally considered to be more than 32 kilometers (approximately 20 miles) offshore; or

(e) (2) (iii)

(iii) Vessels required to be fitted with EPIRB's to comply with U.S. Coast Guard regulations.

(e) (3)

(3) A 406.025 MHz EPIRBs may be used by any ship required by U.S. Coast Guard regulations to carry an EPIRB or by any ship that is equipped with a VHF ship radio station.

s 80.17 Administrative classes of stations.

- (a)
 - (a) Stations in the Maritime Mobile Service are licensed according to class of station as follows:
 - (a) (1)
 - (1) Public coast stations.
 - (a) (2)
 - (2) Private coast stations.
 - (a) (3)
 - (3) Maritime support stations.
 - (a) (4)
 - (4) Ship stations. The ship station license may include authority to operate other radio station classes aboard ship such as; radionavigation, on-board, satellite, EPIRB, radiotelephone, ~~radiotelegraph~~ and survival craft.
 - (a) (5)
 - (5) Marine utility stations.
 - (b) Stations on land in the Maritime Radiodetermination Service are licensed according to class of station as follows:
 - (b) (1)
 - (1) Shore radiolocation stations.
 - (b) (2)
 - (2) Shore radionavigation stations.
 - (c) Fixed stations in the Fixed Service associated with the maritime services are licensed as follows:
 - (c) (1)
 - (1) Operational fixed stations.
 - (c) (2)
 - (2) Alaska-public fixed stations.
 - (c) (3)
 - (3) Alaska-private fixed stations.

s 80.19 [Reserved]

s 80.21 Supplemental information required.

<Information collection requirements for section are not yet effective; OMB approval pending.>

Applications must contain supplementary information as indicated in this section. Other supplemental information may be required by other rule sections of this part concerning particular maritime services.

(a)

(a) Each application for a new public coast station operating on frequencies in the band 156-162 MHz must include as supplementary information a chart, with supporting data, showing the service area contour computed in accordance with Subpart P of this part.

(b)

(b) Each application for a new public coast station operating on frequencies in the band 156-162 MHz to be located within the coordination boundaries of "Arrangement "A" of the Canada/U.S.A. Frequency Coordination Agreement above 30 MHz", must comply with the provisions of the "Canada/U.S.A. Channeling Agreement for VHF Maritime, Public Correspondence" as contained in s 80.57.

(c)

(c) A new station on a vessel not located in the United States must not be documented or otherwise registered by any foreign authority. The foreign authorities where the vessel is located will not or cannot license the vessel radio equipment and can not object to the licensing of the equipment by the United States. An applicant must provide verification of these facts upon request by the Commission.

s 80.23 [Reserved]

CREDIT

s 80.25 License term.

(a)

(a) Licenses for ship stations in the maritime services will normally be issued for a term of ten years from the date of original issuance, or renewal.

(b)

(b) Licenses other than ship stations in the maritime services will normally be issued for a term of five years from the date of original issuance or renewal, except that licenses for VHF public coast stations will normally be issued for a term of ten years from the date of original issuance or renewal.

(c)

(c) Licenses for stations engaged in developmental operation will be issued for a period not to exceed one year from date of grant.

s 80.29 [Reserved]

s 80.31 Cancellation of license.

Wireless telecommunications carriers subject to this part must comply with the discontinuance of service provisions of part 63 of this chapter.

s 80.33 Developmental license.

This section contains rules about the licensing of developmental operations at stations subject to this part.

(a)

(a) Supplemental eligibility. An authorization for developmental operation will be issued only to persons eligible to operate such stations on a regular basis.

<Information collection requirements for subsection (b) intro. par. are not yet effective; OMB approval pending.>

(b)

(b) Showing required. Each application for a developmental license must be accompanied by the following showing:

(b) (1)

(1) The applicant has an organized plan of development leading to an objective;

(b) (2)

(2) A point has been reached in the program where actual transmission by radio is essential to progress;

(b) (3)

(3) The program will contribute to the use of the radio services subject to this part;

(b) (4)

(4) The program will be conducted by qualified personnel;

(b) (5)

(5) The applicant is legally qualified and possesses technical facilities for conduct of the program as proposed; and

(b) (6)

(6) The public interest, convenience and necessity will be served by the proposed operation.

<Information collection requirements for subsection (c) are not yet effective; OMB approval pending.>

(c)

(c) Statement of understanding. The showing must state that the applicant agrees that any developmental license issued will be accepted with the express understanding that it is subject to change in any of its terms or to cancellation in its entirety at any time, upon reasonable notice but without a hearing, if, in the opinion of the Commission, circumstances should so require.

(d)

(d) Assignable frequencies. Applicants for a developmental license may be authorized to use a frequency or frequencies available for the service and class of station proposed. The number of frequencies assignable to a particular station will depend upon the specific requirements of the developmental program and the number of frequencies available for use in the area where the station is to be operated.

(e)

(e) Developmental program.

(e) (1)

(1) The developmental program as described by the applicant in the application for authorization must be substantially followed unless the Commission otherwise directs.

(e) (2)

(2) Where some phases of the developmental program are not covered by the general rules of the Commission and the rules in this

part, the Commission may specify supplemental or additional requirements or conditions.

(e) (3)

(3) The Commission may, from time to time, require a station engaged in developmental work to conduct special tests which are reasonable to the authorized developmental program.

(f)

(f) Use of developmental stations.

(f) (1)

(1) Stations authorized to conduct developmental operations must conform to all applicable technical and operating requirements contained in this part, unless a waiver is specifically provided in the station authorization.

(f) (2)

(2) Communication with any station of a country other than the United States is prohibited unless specifically provided in the station authorization.

(f) (3)

(3) Developmental operations must not cause harmful interference to the operation of stations regularly authorized to use the frequency or frequencies.

(g)

(g) Report of operation required. A report on the results of the developmental program must be filed within 60 days of the expiration of the license. A report must accompany a request for renewal of the license. Matters which the applicant does not wish to disclose publicly may be so labeled; they will be used solely for the Commission's information. However, public disclosure is governed by s 0.467 of this chapter. The report must include the following:

(g) (1)

(1) Results of operation to date.

(g) (2)

(2) Analysis of the results obtained.

(g) (3)

(3) Copies of any published reports.

(g) (4)

(4) Need for continuation of the program.

(g) (5)

(5) Number of hours of operation on each authorized frequency during the term of the license to the date of the report.

s 80.37 One authorization for a plurality of stations.

Marine utility stations. One station license may be issued to authorize a designated maximum number of marine utility stations operating at temporary unspecified locations, normally in multiples of ten stations when:

(a)

(a) The licensee of each station is the same; and

(b)

(b) The authorized area of operation of each station is the same.

s 80.39 Authorized station location.